

BANFF~LAKE LOUISE

and the CANADIAN ROCKIES

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CANADIAN PACIFIC RAILWAY

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THE BOW RIVER VALLEY, BANFF, *from a painting by Adam Sherriff Scott*

LOOKING from Sulphur Mountain, a most wonderful picture of the Bow River Valley can be viewed. In the centre is the great grey bulk of BANFF SPRINGS HOTEL, bearing a striking resemblance to an ancient Scottish castle.

Through the cleft of the mountains is seen the junction of the Bow River with the smaller and darker Spray River, with the new Banff golf course at the right; and closing in the picture is the distant snow-clad barrier of the Fairholme Range.

CANADA'S NATIONAL PARKS

The line of the Canadian Pacific traverses or adjoins six of the magnificent National Parks of Canada. These are:

Rocky Mountains Park, 2,751 square miles in area, the chief centres of which are Banff and Lake Louise.

Kootenay Park, extending for five miles on each side of the Banff-Windermere automobile road.

Yoho Park, in which are situated Emerald Lake, Wapta Lake, Lake O'Hara and the beautiful Yoho Valley.

Glacier Park, a remarkably fine climbing centre.

Mount Revelstoke Park.

Waterton Lakes Park, in southern Alberta.

THE Canadian Pacific Route is the most picturesque across the continent of North America. The Dominion of Canada stretches from sea to sea; and besides its great size, it is a country of extraordinary variety. Mountains, prairies, forests, cities, mighty lakes—these provide a journey of such attractive quality that the Canadian Pacific route is the unquestioned favorite of the traveller who wishes to see the best.

al parks, hundreds of miles of roads and good trails—these are some of the features.

THE CANADIAN PACIFIC route through these mighty mountain ranges is in itself a visualization of human triumph over nature. From Calgary, to which it has been steadily climbing since it left Lake Superior, the railway rises another three-eighths of a mile to the Great Divide. Thence, following the narrow Kicking Horse Pass, it dips down to meet the majestic Columbia River; then it re-ascends another quarter of a mile to the summit of the Selkirk Range before beginning its

BY THE Canadian Pacific route, you cross the backbone ranges of America. There awaits you, therefore, all the magnificent scenery that is to be found nowhere else but in the high Rockies. The Canadian Rockies comprise the most wonderful mountain region in the world. Nearly seven hundred peaks, over 6,000 feet in height—lovely mountain lakes, swift rivers, still primeval forests, glistening glaciers, extensive nation-

three-quarter mile descent, through the rugged and impressive Canyons of the Thompson and Fraser Rivers, to the Pacific Coast.

THIS GREAT mountain region offers a remarkable welcome to those who tarry for a while. Banff, that famous resort, with its glorious panorama of Bow and Spray Rivers, is the headquarters of Rocky Mountains Park. Lake Louise, an enchanting lake with a no less enchanting hotel, is the gateway to a region of magnificent scenery. Field brings you to winsome Emerald Lake and the wonderful Yoho Valley, or Wapta Camp to Lake O'Hara.

BEAUTIFUL HOTELS are there to give you welcome and hospitality, and bungalow camps. Motoring along perfect roads, trail-riding, fishing, hunting, climbing, exploring, swimming in hot sulphur pools, Alpine flower gathering, wonder-photo taking, golfing at Banff on the most scenic course in the world—these are some of the "frill" doings in the Rockies. The biggest and most solid pleasure is just living—living where the air has never been contaminated with soot, where you can go from summer to snow at any time you want, where you need no alarm clock to get you up, no cordial to put you to sleep, no dinner bell to tell you when it's time to eat.

Travelling through the Canadian Rockies during the summer is particularly delightful, because of the comparatively cool summer temperature in the mountains north of the international boundary line.

Train Service

Train Service through the Canadian Rockies consists in summer of five transcontinental trains a day—each way.

The Trans-Canada Limited from Montreal and Toronto to Winnipeg and Vancouver. This is an exclusively all-sleeping-car train, carrying standard and compartment sleepers, solarium lounge cars and dining car.

The Mountaineer from Chicago, St. Paul and Minneapolis to Calgary and Vancouver. An all-sleeping-car train, carrying standard and compartment sleepers, solarium lounge car and dining car.

The Soo-Pacific Express from Chicago, St. Paul and Minneapolis to Calgary and Vancouver.

The Imperial from Montreal to Winnipeg and Vancouver.

The Toronto-Vancouver Express from Toronto to Winnipeg and Vancouver.

The winter service consists of the Imperial, the Vancouver-Toronto Express, and a through connection from the Imperial to and from the Twin Cities and Chicago.

Alternative Routes

On the reverse side of this booklet you will find a complete list of alternative routes and free optional routes to and from the Pacific Coast. Two of these can be specially mentioned:

The Great Lakes Trip. This is a very agreeable summer variation. Canadian Pacific Great Lakes Steamships—large modern vessels with every convenience—provide a magnificent two-day trip across Lake Superior and Lake Huron,

sailing from Port McNicoll and Owen Sound to Port Arthur and Fort William. (See current Time Table for sailings).

Southern British Columbia Route. This is an alternative route of great beauty, through the picturesque mining, agricultural and lake districts of the "Boundary" country. At the eastern end, it leaves the main line at Medicine Hat and follows the Crow's Nest Pass; at the western end it rejoins the main line at Hope. This route is furthermore linked to the main line by three cross-routes—through either the Windermere Valley, Arrow Lakes or Okanagan Lake.

United States Connections

Excellent connections from the United States to the Canadian Rockies:

To Montreal and Toronto there are many services from New York, Boston, Buffalo, Detroit and other points.

At Sault Ste. Marie—Soo Line connection to Twin Cities, or D.S.S. & A. to Duluth.

At Winnipeg—Soo Line service to Twin Cities and Chicago.

At Moose Jaw—Soo Line service to Twin Cities and Chicago. This is the route of "The Mountaineer."

At Calgary there is through Canadian Pacific service to Spokane, Wash.

From Vancouver there is both rail and steamer connection to Seattle.

From Victoria and Seattle there are steamer connections to California.



Behind Banff Springs Hotel towers Sulphur Mountain

CANADIAN PACIFIC HOTELS

In the Canadian Rockies and on the Pacific Coast are six beautiful Canadian Pacific hotels which provide ideal accommodation for the visitor. (*Open all year unless otherwise mentioned*).

Banff Springs Hotel, Banff, Alberta

A magnificent hotel in the heart of Rocky Mountains National Park, backed by three splendid mountain ranges. *Open May 15th to October 1st.*

Chateau Lake Louise, Lake Louise, Alberta

A wonderful hotel facing an exquisite Alpine Lake in Rocky Mountains National Park. *Open June 1st to October 1st.*

Emerald Lake Chalet, near Field, B.C.

A charming Chalet hotel situated amidst the picturesque Alpine scenery of the Yoho National Park. *Open June 15th to September 15th.*

Hotel Sicamous, Sicamous, B.C.

Junction for the Okanagan Valley, and stop-over point for daylight trip through the canyons.

Hotel Vancouver, Vancouver, B.C.

The largest hotel on the North Pacific Coast, overlooking the Strait of Georgia.

Empress Hotel, Victoria, B.C.

A luxurious hotel in this Garden City of the Pacific Coast.

Other Canadian Pacific Hotels

Hotel Palliser, Calgary, Alberta.

Hotel Saskatchewan, Regina, Sask.

The Royal Alexandra, Winnipeg, Manitoba.

The Royal York, Toronto. *Opens June, 1929.*

The Place Viger, Montreal.

The Chateau Frontenac, Quebec.

The Algonquin, St. Andrews, N.B.

McAdam Hotel, McAdam, N.B.

Bungalow Camps

Hotel accommodation in the Canadian Rockies is supplemented by Bungalow Camps at convenient points. These Bungalow Camps appeal particularly to the climber, the hiker or the trail rider; they consist of sleeping bungalows, of log or other wooden construction, with a central community building in which is an attractive dining and lounging room.

Moraine Lake Camp

Wapta Camp

Castle Mountain Camp

Lake O'Hara Camp

Radium Hot Springs Camp

Yoho Valley Camp

Mount Assiniboine Camp

Tea Houses and Rest Houses are located at many other points reached from the Bungalow Camps on excursions.

LAKE LOUISE

LAKE LOUISE—probably the most perfect gem of scenery in the known world—bears the liquid music, the soft color notes of its name, into the realm of the visible. Nestling 600 feet above the railway on the far side of a mountain palisade, amidst an amphitheatre of peaks, it is a dramatic palette upon which the Great Artist has splashed his most gorgeous hues.

Deepest and most exquisitely colored is the lake itself, sweeping from rosy dawn to sunset through green, blue, amethyst and violet, undershot by gold. Dazzling white is the sun-glorified Victoria Glacier at the farther end; sombre are the enclosing pine-clad peaks that dip almost perpendicularly into the lake; and magnificent are the stark immensities of the snow-crowned peaks that enclose the entire picture.

On the margin of this most perfect lake, in one of the wonderful flower-gardens in which the Rockies abound, where poppies, violets and anemones slope through terraced lawns to the water's edge—the Canadian Pacific has placed its great CHATEAU LAKE LOUISE.



LAKE LOUISE

from a pastel by
A. C. Leighton, A.R.B.A.

ACROSS CANADA

MONTREAL—Canada's largest city, with its mile-broad St. Lawrence River (waterway of European shipping services) and its lovely Mount Royal—its teeming commerce and large French-Canadian population—and, if time permits, a side-trip to old-world Quebec or the charming down-east Maritime Provinces.

OTTAWA—Canada's capital, residence of the Governor-General, meeting place of the Senate and the House of Commons, and itself a beautiful city.

TORONTO—chief city of the prosperous province of Ontario—noted equally for its famous fall "Fair" as for its progressiveness, vast industrial business, beautiful residential districts, and celebrated educational institutions.

AROUND LAKE SUPERIOR

THE pageant flies swiftly by as you speed westward—farming, lumbering, mining, the unrivalled fishing and hunting country of the Algoma region. Leaving Sudbury, you enter the vast hinterland that fringes Lake Superior, travelling for a considerable distance in full view of that magnificent inland ocean.

Then come the twin cities of Port Arthur and Fort William, whose many giant elevators bear vivid testimony to the enormous wheat crop of Western Canada that finds its eastbound outlet here.

OR YOU CAN TAKE THE GREAT LAKES STEAMSHIP TRIP INSTEAD (SEE "ALTERNATIVE ROUTES," OVERLEAF). BUNGALOW CAMPS AT FRENCH RIVER, NIPIGON AND KENORA—see booklets obtainable at Canadian Pacific Agencies.

WINNIPEG

WESTWARD from the Twin Cities the same characteristic country continues for some three hundred miles, passing Kenora, well-known summer resort on Lake of the Woods. Then the forest thins and widens out, to be succeeded by the beginnings of the prairies.

WINNIPEG, at the confluence of the Red and Assiniboine Rivers, is the capital of Manitoba—a beautiful and prosperous city that is the metropolis of the prairie provinces, one of the greatest primary wheat markets of the world, and an important industrial and railway centre.

ACROSS THE PRAIRIES

FOR a day after leaving Winnipeg, you are still crossing the prairies. On either side, stretching for hundreds of miles north and south, are seen the herds of live stock and enormous grain fields that are the source of the great agricultural production of the West. Manitoba, Saskatchewan and Alberta produce the best milling wheat in the world.

Important cities you pass, on the main line, are Brandon, Regina (capital of Saskatchewan), Moose Jaw, Medicine Hat and Calgary. Branch railway lines criss-cross all this territory.

CALGARY, headquarters of a large irrigation system developed by the Canadian Pacific, is also the scene each July of the famous "Stampede"—a week's carnival of cowboy sports and contests.

NEARING THE ROCKIES

YOU can see the Rockies from Calgary, eighty miles distant; and as the train pulls out, along the ancient glacier-grooved Bow Valley, the full glory of that far-flung line of peaks, hung among the clouds and quivering in the warm summer air, bursts upon the view. First come the grassy foothills, with prosperous ranches and farms—then the dark evergreen forests and the great grey bulk of the first ranges, and so, by narrow passes eroded by turbulent mountain rivers, you reach Banff.

Six principal ranges comprise the Rockies—of remarkably different geological age and configuration of outline. They stretch continuously between the prairies and the Pacific Coast, for nearly six hundred miles. Many of the principal mountains which you see, either from the train or at the popular mountain centres, average a height of almost a mile above the valley.

BANFF

BANFF is the capital of Rocky Mountains Park. Situated in a pocket of a wide circle of pearly-grey limestone peaks, embowered in pine forests and lawns, with the glacial-green Bow River flowing through it, it has for many years been one of the most popular mountain resorts of the entire continent.

This appeal is due not only to Banff's own environment, but also to the world-famous Banff Springs Hotel. This magnificent structure, entirely re-built during the past three years, dominates Banff like a huge grey baronial castle. Its interior is characterized by a spaciousness, comfort and beauty which have made its name a criterion amongst travellers.

WHAT TO DO AT BANFF

GOLF—a new 18-hole course created by the Canadian Pacific, providing championship golf on one of the most beautifully-located courses of the world. Tennis, too, at Banff Springs Hotel.

MOTORING on first-class roads built by the National Parks Department. Scores of short runs—and, for longer ones, the "Kicking Horse Trail" (traversed by the 24-Hour Motor Detour, mentioned above), and also the celebrated Banff-Windermere Road into Kootenay National Park. Many daily organized trips.

SCENERY—and no part of the Rockies yet to come exhibits a greater or more romantic variety!

HOT SPRINGS—from which sulphur water gushes at the rate of a million gallons a day. Government bath-houses and handsome swimming pools at two of them—and at Banff Springs Hotel the warm water is piped into a luxurious swimming bath.

BEAUTIFUL hikes all around, easy mountain climbs for the beginner, and really hard ones for the seasoned. In the town—a zoo, museum and recreation grounds—a little way beyond, the Buffalo Park.

BOATING and launch trips along the Bow River. Fishing at Lake Minnewanka. Trail-riding on mountain ponies—trips varying from two hours to several days, with or without guides.

Two special attractions each year are **INDIAN DAYS** (end of July)—a colorful pow-wow of Stoney Indians and other tribes, with gorgeous cavalries, Indian music, dancing and sport, and the **HIGHLAND GATHERING** (end of August)—a wonderful Scottish festival of bagpipers, music, sports, tartans and dancing.

LAKE LOUISE

LAKE LOUISE is 35 miles from Banff by train, or a little longer by road. Here the mountains are very close around one; to reach the lake it is necessary to climb 630 feet from the station, which is done by a light gasoline train. Turning a corner of a great peak, the full beauty of this far-famed lake, which has inspired so many artists and poets, bursts suddenly upon one.

The Chateau Lake Louise, a modern and luxurious hotel, stands upon the nearer shore.

WHAT TO DO AT LAKE LOUISE

SCENERY—and such a set-up! Surrounding the lake is a magnificent circle of peaks; and many there are who count the day no better spent than to sit at one of the huge plate-glass windows of the Chateau, watching the play of light and color upon the mountains, glaciers and water.

MOTORING—to practically all the same places as from Banff. One very popular trip is to Moraine Lake (9 miles), where, in the Valley of the Ten Peaks, an attractive Bungalow Camp can give you meals or sleeping accommodation.

SWIMMING in the warmed glacial water of the Chateau's 100-foot swimming pool.

PONY RIDES are very popular at Lake Louise. Amongst the favorites which you can make between breakfast and supper, or even lunch, are to Lakes in the Clouds, Saddleback, or Plain of Six Glaciers (each with a tea-house or rest-house), or Paradise Valley.

MOUNTAIN climbing and hiking—easy and difficult, with Swiss guides for the latter. One fine trip (for the experienced) is over Abbot Pass to Lake O'Hara.

YOHO NATIONAL PARK

SIX miles west of Lake Louise is the Great Divide—highest elevation of the Canadian Pacific, interprovincial boundary, and backbone of the continent, where waters divide either west or east. From here into Field (14 miles) the railway descends nearly a quarter-mile down the narrow Kicking Horse Pass and here you see the great "Spiral Tunnels" that were constructed in S shape through two mountains to cut the difficult grade in half.

Here, too, you enter Yoho National Park, a little wilder, a little more densely forested, than Rocky Mountains Park, and offering some very attractive motoring, climbing and pony trips. It has four favourite centres with hotel or bungalow camp accommodation.

One of these centres is the celebrated Yoho Valley, reached by motor. Yoho Valley Bungalow Camp, facing Takakkaw Falls, is about half way up the valley. Another is Wapta Camp on the railway and Kicking Horse motor-road; and south of the latter, reached only by trail through an almost primeval forest (8 miles) is Lake O'Hara Camp.

Each of these Bungalow Camps ties up with other points in Yoho National Park by an excellent system of roads or trails which thus form very attractive circle trips. From Yoho Valley Bungalow Camp, for example, a trail goes over Yoho Pass to Emerald Lake.

EMERALD LAKE

SEVEN miles from Field station, through the hush of a pine-forest, brings you to Emerald Lake. This beautiful sheet of water, of most exquisite coloring and sublimity of surrounding, lies placidly under the protection of Mount Wapta, Mount Burgess and Mount President.

On its wooded shore is Emerald Lake Chateau, a picturesque cosy Canadian Pacific hotel. At Emerald Lake there are a wide variety of fine hikes, rides and climbs, and also some trout fishing.

THE CANYONS

FROM Field the line descends into the valley of the Columbia River, and then climbs again into the great and spectacular Selkirk Range, with the five-mile Connaught Tunnel bringing it to Glacier. This magnificent mountain area contains numerous glaciers and giant peaks, many of which are visible from the track.

Following the Illecillewaet River, along the brink of deep chasms, one next reaches Revelstoke, on the Columbia River.

From here to sea-level the route is through some lesser ranges, continually descending, and following, most of the time, the gigantic canyons of the Thompson and Fraser Rivers—second only in scenic grandeur to the Rockies themselves.

SIACAMOUS, junction point for Okanagan Valley and with a charming hotel, is on Shuswap Lake. Kamloops is the beginning of the canyon country. The railway follows the canyons at often a considerable height above the river bank; the track, hewn from solid rock, not only crosses from side to side in the gorge but also tunnels through great rock spans. Presently the river widens out, and we reach a meadow-like country through which we roll to Vancouver.

24-HOUR MOTOR DETOUR

THIS IS one of the finest organized automobile excursions of this continent, specially timed to give through passengers an opportunity of seeing the chief sights in Banff, Lake Louise and Yoho National Park. It is made in special busses, making close connection with through trains at either end of the motor detour.

Leaving Banff Springs Hotel after lunch (westbound trains arrive at 8.15, 8.55, 10.55 and 11.50 a.m.) the cars, after a general sight-seeing drive round Banff, make a 42-mile run to Lake Louise, where the night is spent at the Chateau Lake Louise. In the morning, the journey continues to the Great Divide, Wapta Lake, Kicking Horse Pass, Yoho Valley, Emerald Lake, Kicking Horse Canyon and Golden, arriving at Golden in time to resume the westbound train journey. Similar schedules are established in the reverse direction.

The length of the 24-Hour Motor Detour, including the sight-seeing ride round Banff, is 142 miles. Special arrangements are made for handling baggage and sleeping-car reservations. A detailed circular about this very attractive excursion can be procured from Canadian Pacific agencies.

VANCOUVER

VANCOUVER, beautifully situated on Burrard Inlet, and facing a magnificent mountain range, is the largest city of British Columbia. With its imposing business section, its busy docks, its fine shopping streets, and its flower-garbed residential suburbs, it is one of the great metropolitan centres of the Pacific Coast. The Canadian Pacific Hotel Vancouver, very conveniently situated in the downtown section, is the finest hotel of the North Pacific Coast.

Vancouver is a favorite summer city, for its mild climate, floral luxuriance and abundance of water make life there very pleasant. There are many bathing beaches, parks, boulevards, automobile roads, golf courses, and short and long steamer trips. Stanley Park, a remarkable forest of almost primeval characteristics, is inside the city limits.

TO MOUNT BAKER

MOUNT BAKER is one of the most prominent objects of the landscape as we approach Vancouver. In height 10,827 feet, and always snow-crowned, the "Great White Watcher" of Indian lore lies about 100 miles south in a new National Forest in the State of Washington, and can be easily reached by automobile. Mount Baker Lodge, in the heart of this forest and alpine vacation land, is the centre from which to visit the magnificent region.

Touring cars and motor busses make the trip from Vancouver to Mount Baker Lodge (4,200 feet above sea-level and on the shore of Sunrise Lake) by arrangement during the season, returning the same night. Time, about 3½ hours each way.

VICTORIA

CHARMINGLY situated at the southern end of Vancouver Island, Victoria—capital city of British Columbia—is essentially a home city, with beautiful houses, bungalows, gardens, lawns, boulevards, and parks; and it has furthermore a distant charm of its own that makes it different from all other cities of North America, and that has made it a favorite residential and vacation city for both summer and winter alike.

The Empress Hotel is a beautiful structure matching the city, overlooking the Inner Harbor, and facing the Parliament Buildings. Adjoining the Empress Hotel, an amusement casino, the Crystal Garden, contains one of the world's largest glass-enclosed salt-water swimming pools, with dance floors, picture galleries, etc.

From Victoria many delightful excursions can be made by train or automobile into the interior of Vancouver Island. The immense Douglas fir forests make this trip very attractive. Fine salmon and trout fishing can be enjoyed at many spots.

TO ALASKA

FROM Vancouver or Victoria the palatial Canadian Pacific Princess steamers provide a frequent service to Alaska. This exceedingly popular side-trip can be made, including return, in nine days. It is a thousand-mile journey through the beautiful "Inside Passage" and introduces you to scenery of a type unknown elsewhere in North America—long fjord-like channels, with glacier-clad mountains, gaily painted totem poles, Indians, gold mines, and always the purple glories of the Alaska sunset.

Leaving Vancouver, stops are made at Alert Bay, Prince Rupert, Ketchikan, Wrangell, Juneau and Skagway. From Skagway the White Pass and Yukon Railway takes you still further into "The Land of the Midnight Sun"—over the White Pass to Whitehorse, Yukon Territory.

TO CALIFORNIA

ALL round-trip tickets to and from the Pacific Coast through the Canadian Rockies can be routed, at a small extra charge, one way via Seattle, Portland and California points. This is either via rail from Seattle or via steamship from Victoria or Seattle.

SEATTLE—splendidly located on Puget Sound, mountain-girt and fringed with lakes, Seattle holds out countless attractions—not only in its skyscrapers and downtown business section but also in Lake Washington and its beautiful residential districts, parks and beaches. A large number of enjoyable trips can be made to such points as Bellingham, Everett and Tacoma.

MOUNT RAINIER (14,408 feet high)—easily accessible from either Seattle or Tacoma. An automobile ride takes one to Paradise Inn; while the National Park has many trails for riding or hiking.

PORTLAND—city of Roses, with its famous Columbia River Highway drive and its trips to Mount Hood and Mount Adams.

SAN FRANCISCO—fascinating, cosmopolitan, with its Golden Gate, its hills, its Chinatown, its shipping, its nearby valleys, golf-courses and beaches. An entry point, too, for Yosemite and Lake Tahoe.

SANTA BARBARA—famous for its mission, its hotels, its mountain background, and its gardens.

LOS ANGELES—city of lovely homes, bungalows, orange groves, vineyards, moving pictures, missions, and beaches.

SAN DIEGO—birthplace of California, close to Mexico, with Coronado Beach, a famous flying centre, and an exotic atmosphere.

Canadian Pacific Agencies, Canada and United States

Atlanta, Ga.	.....	E. G. Chesbrough, 1017 Healey Bldg.
Banff, Alta.	.....	J. A. McDonald, Canadian Pacific Station
Boston, Mass.	.....	L. R. Hart, 405 Boylston St.
Buffalo, N.Y.	.....	W. P. Wass, 160 Pearl St.
Calgary, Alta.	.....	G. D. Brophy, Canadian Pacific Station
Chicago, Ill.	.....	T. J. Wall, 71 East Jackson Blvd.
Cincinnati, Ohio	.....	M. E. Malone, 201 Dixie Term Bldg.
Cleveland, Ohio	.....	G. H. Griffin, 1010 Chester Ave.
Dallas, Texas	.....	A. Y. Chancelor, 917 Kirby Building
Detroit, Mich.	.....	G. G. McKay, 1231 Washington Blvd.
Edmonton, Alta.	.....	C. S. Fyfe, Canadian Pacific Building
Fort William, Ont.	.....	H. J. Skymmer, 108 So. May Street
Guelf, Ont.	.....	W. C. Tully, 30 Weymouth St.
Halifax, N.S.	.....	A. C. MacDonald, 117 Hollis St.
Hamilton, Ont.	.....	A. Craig, Cor. King and James Sts.
Honolulu, T. H.	.....	Theo. H. Davies & Co.
Indianapolis, Ind.	.....	J. A. McKinney, Merchants Bank Building
Juneau, Alaska	.....	W. L. Coates
Kansas City, Mo.	.....	R. G. Norris, 723 Walnut St.
Ketchikan, Alaska	.....	Edgar Anderson
Kingston, Ont.	.....	J. H. Welch, 180 Wellington St.
London, Ont.	.....	H. J. McCallum, 417 Richmond St.
Los Angeles, Calif.	.....	W. Melroy, 621 South Grand Ave.
Memphis, Tennessee	.....	L. P. Dooley, Porter Building
Milwaukee, Wis.	.....	F. T. Sansom, 68 East Wisconsin Ave.
Minneapolis, Minn.	.....	H. M. Tait, 611 Second Ave. South
Montreal, Que.	.....	F. C. Lydon, 201 St. James Street
Moosejaw, Sask.	.....	T. J. Colton, Canadian Pacific Station
Nelson, B. C.	.....	J. S. Carter, Baker & Ward Sts.

New York, N.Y.	.....	F. R. Perry, Madison Ave. at 44th St.
North Bay, Ont.	.....	C. H. White, 87 Main Street West
Omaha, Neb.	.....	H. J. Clark, 727 W. O. W. Building
Ottawa, Ont.	.....	J. A. McGill, 83 Sparks St.
Peterboro, Ont.	.....	J. Skinner, George St.
Philadelphia, Pa.	.....	J. C. Patterson, 1500 Locust Street
Pittsburgh, Pa.	.....	C. L. Williams, 338 Sixth Ave.
Portland, Ore.	.....	F. C. Gibbs, Canadian Pacific Station
Prince Rupert, B. C.	.....	W. H. Deacon, 55 Third St.
Quebec, Que.	.....	C. A. Langevin, Palais Station
Regina, Sask.	.....	J. W. Dawson, Canadian Pacific Station
Saint John, N. B.	.....	G. E. Carter, 40 King St.
St. Louis, Mo.	.....	Geo. P. Carberry, 412 Locust St.
St. Paul, Minn.	.....	W. H. Lennon, 302 Line, Robert & Fourth Sts.
San Francisco, Calif.	.....	F. L. Nason, 675 Market St.
Saskatoon, Sask.	.....	G. B. Hill, 115 Second Ave.
Sault Ste. Marie, Ont.	.....	J. O. Johnston, 529 Queen St.
Seattle, Wash.	.....	E. L. Sheehan, 1320-22 Fourth Ave.
Sherbrooke, Que.	.....	D. C. O'Neale, 1113 Pacific Ave.
Skagway, Alaska	.....	L. H. Johnston
Spokane, Wash.	.....	E. L. Cardle, Spokane International Ry.
Tacoma, Wash.	.....	D. C. O'Neale, 1113 Pacific Ave.
Toronto, Ont.	.....	Wm. Fulton, Canadian Pacific Bldg.
Vancouver, B. C.	.....	F. H. Daly, 434 Hastings St. West
Victoria, B. C.	.....	L. D. Chetham, 1102 Government St.
Washington, D. C.	.....	C. E. Phelps, 905 Fifteenth St., N. W.
Windsor, Ont.	.....	W. C. Elmer, 34 Sandwich St. West
Winnipeg, Man.	.....	C. B. Andrews, Main and Portage

Canadian Pacific Agencies Throughout the World



Canadian Pacific Railway and Connecting Lines

There are the following main routes to and from the Pacific Coast.

- 1.—Montreal Service:
Montreal
Ottawa
North Bay
Sudbury
Port Arthur
Fort William
Winnipeg
Regina
Moose Jaw
Medicine Hat
Calgary
Banff
Lake Louise
Field
Golden
Revelstoke
Sicamous
Vancouver
Victoria
Seattle
 - 2.—Toronto Service:
Toronto
Thence same as Route 1.
Sudbury
 - 3.—To and From Chicago, St. Paul and Minneapolis
Via Twin Cities, Emerson, and Winnipeg.
 - 4.—To and From Chicago, St. Paul and Minneapolis
Via Twin Cities, Portland, and Moose Jaw.
- There are the following diversions, alternatives and optional routes which can be combined with above routes.
- 5.—The Great Lakes Route.
Canadian Pacific Steamship service between:
(a) Port McNicoll and Port Arthur—Fort William.
(b) Owen Sound and Port Arthur—Fort William.
Continuing by rail from these points.
 - 6.—The Southern British Columbia Route
(a) Leave Main Line at Medicine Hat (going west) and join it again at either:
(b) Golden—using branch from Cranbrook.
(c) Revelstoke—using Arrow Lake Steamer Route from Robson West.
(d) Simoom—using C.P. Kettle Valley Ry. and Okanagan Lake Steamer Service from Penticton.
(e) Hope—using C.P. and Kettle Valley Ry. Similar service on Eastboard Route.
 - 7.—Via Spokane.
Leave Main Line at Medicine Hat, and use:
Canadian Pacific
(a) Kinsgate via Yakh.
(b) Spokane International
(Kinsgate to Spokane).
(c) U.P. or S.P. & S.
(Spokane to Portland).
 - 8.—Routes between Vancouver and Seattle.
(a) Canadian Pacific Princess steamships from Vancouver to Seattle.
(b) Canadian Pacific Princess steamships Vancouver to Seattle direct.
(c) All rail route from Vancouver to Seattle, via G.N. Ry.
(d) Seattle to Portland, G.N., N.P. or U.P.
(e) Portland to San Francisco, S.P.
(f) Seattle, Victoria to San Francisco, Pacific S. S. Co.

Free Optional Routes

Allowed on First-Class One-Way and Round-Trip Tickets to and from the Pacific Coast.

- A.—Between Montreal and Sudbury
These tickets will be honored either direct or via Toronto. From Montreal to Toronto there is the choice of four routes—
(a) Lake Ontario Shore Line (Smiths Falls-Bellefleur).
(b) Peterboro Line (Smiths Falls-Peterboro).
(c) Via Ottawa—Main Line (Audouville-Rigaud).
(d) Via Ottawa—North Shore (Lachute).
From Ottawa there are direct trains to Toronto via both (a) and (b).
- B.—On the Prairies
(a) Between Emerson or Winnipeg and Calgary, tickets may be honored either direct or via Portage la Prairie, Kinsale or Regina, Saskatoon, and Wetaskiwin or Edmonton. Or via Moose Jaw, Macleod and Wetaskiwin, or Edmonton. Or via Moose Jaw and Lacombe.
(b) Between Port and Calgary, tickets may be routed via direct line, or via Moose Jaw, Macleod and Wetaskiwin, or Edmonton. Or via Moose Jaw and Lacombe.
(c) Between Swift Current and Basano, via either Medicine Hat or Empress.
(d) Between Weyburn and Lethbridge, via either Moose Jaw and Medicine Hat, or via Assiniboia and Swift.

No expensive side trips necessary.
The Canadian Pacific Railway is built directly through four Dominion of Canada National Parks and the famous Canadian Rockies. Over 500 continuous miles of the most magnificent scenery in the world may be viewed from the train.
See that your ticket between Eastern Canada or United States, or St. Paul, Minneapolis, Duluth or Winnipeg, and Seattle, Tacoma, Portland or California includes coupons for the delightful 165-mile Puget Sound Steamship trip between Vancouver, Victoria and Seattle. No Extra Charge.

Scale of Miles
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